Iowa Department of Transportation

To: Holders of the Project Development Information Packet Date: October 4, 2002

From: Office of Local Systems Revision No.: 05-2002

Subject: Project Development Information Packet Revision

The Project Development Information Packet (Packet) has been revised. If you are maintaining a hardcopy of the Packet, please update your Packet by removing the old documents and replacing them with the revised documents noted below. To view, print or download the revised documents noted below, click on the document title.

You may wish to keep this revision notice in the "Revision Notices" section of your Packet for future reference. The current versions of all Packet documents are available on the internet at:

http://www.dot.state.ia.us/local_systems/publications/2001_packet/packet_toc.htm

***** PLEASE NOTIFY ALL AFFECTED PERSONNEL OF THIS CHANGE *****

Document Title Revision Date (Section / Index No.)	**Description of Revision(s)**
Table of Contents 10-04-02 (Table of Contents)	The table of contents has been modified to show the latest revision dates for the documents listed below.
	All design criteria tables listed below were updated after a review of AASHTO's "A Policy on Geometric Design of Highways and Streets," 2001 Edition (hereinafter referred to simply as the "Green Book"). Other changes were also made to make consistent, clarify, simplify or expand where appropriate. Changes common to all the tables include: • **Rural Area Types and Shoulder Width:** This information was removed from the table and replaced with a reference to I.M. 3.210. • **Stopping Sight Distance:** For each of the conditions shown, the range of values were replaced with single values, consistent with current Green Book practice. • **Two-way Left Turn Lane (TWLTL) Width:** This design criteria item was added to the tables. • **Horizontal Curvature:** The design element has been changed from maximum degree of curvature to minimum radius.
Urban Design Aids 10-04-02 (Index No. 5)	Some of the more significant changes include: • **Horizontal Curvature:** Arterial and collector roads are based on the Green Book's high speed urban criteria as before. However, the local streets are now based on the low speed urban criteria, which results in lower minimum radius values than the previous edition of the table. • **Parking Lane Width:** Collector Roads: Increase the recommended width from 10 to 11 feet for commercial or industrial areas. Decrease the recommended width from 10 to 8 feet in fringe or residential areas. These revisions reflect the recommended values in the 2001 edition Green Book, which have changed from the 1990 edition.

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	Local Roads: Decrease the recommended width from 9 to 8 feet in fringe or residential areas. This change is needed for consistency since the values for collectors in fringe or residential areas have been decreased to 8 feet. Otherwise, a higher value would be recommended for local roads vs. collector roads, which is inconsistent with the functional classification of these roadway types. • **New Bridge Roadway Width, Local Roads:** In commercial or industrial areas, increase the minimum width for four and two lane bridges from 54 and 30 to 56 and 32, respectively. In residential or fringe areas, increase minimum width for four and two lane bridges from 50 and 28 to 52 and 30, respectively. The footnote for this design element indicates the width is based on the traveled way, plus 4 feet on both sides. The previous design values were inconsistent with this statement, given the minimum lane widths shown above. The revised values eliminate this inconsistency.
Alternative Urban Design Guides 10-04-02 (Index No. 5)	Some of the more significant changes include: • **Horizontal Curvature:** For all roadway classifications, the design values are based on the Green Book's low speed urban criteria, instead of the high speed criteria as before. Low speed urban criteria is appropriate because the design speeds recommended are 40 mph and less. The low speed urban criteria also better recognizes the increased side friction factor and increased driver tolerance of some discomfort on curves that are associated with low speed urban streets. Finally, use of low speed urban criteria results in smaller minimum recommended radii for the design speeds shown, which is in keeping with the lower design values of the Design Guides. • **Raised Median with Left Turn Lane Width:** Arterial and Collector Roads: Reduce the minimum widths for arterial and collector roadways from 14 and 12 feet to 12 and 10 feet, respectively. These reductions match the Green Book values for these roadway types. Local Roads: Decrease the minimum width from 11 to 10 feet. This reduction is needed to maintain consistency with the values for arterial and collector roadways. If 10 feet is acceptable for collector roads, it should also be acceptable for local roads. The Green Book does not provide any specific guidance for median widths on local roads. • **New Bridge Roadway Width, Collector Roads, Fringe or Residential:** Reduce the minimum width for four and two lane bridges from 46 and 24 feet to 42 and 22 feet, respectively. The footnote indicates that this design element is based on the face-of-curb to face-of-curb width. The previous design values were inconsistent with this statement, given the minimum lane widths shown above. The revised values eliminate this inconsistency.
Urban 3R Guidelines 10-04-02 (Index No. 5)	Some of the more significant changes include: • **Curb and Gutter Width**: Replace design value of 0.5 feet with explanatory text. The intent of the 0.5 value was to indicate no separate gutter width is required. The other design tables define the curb and gutter width from the edge of traveled way to back of curb, therefore a design value of 0.5 feet in essence means no gutter section is required.